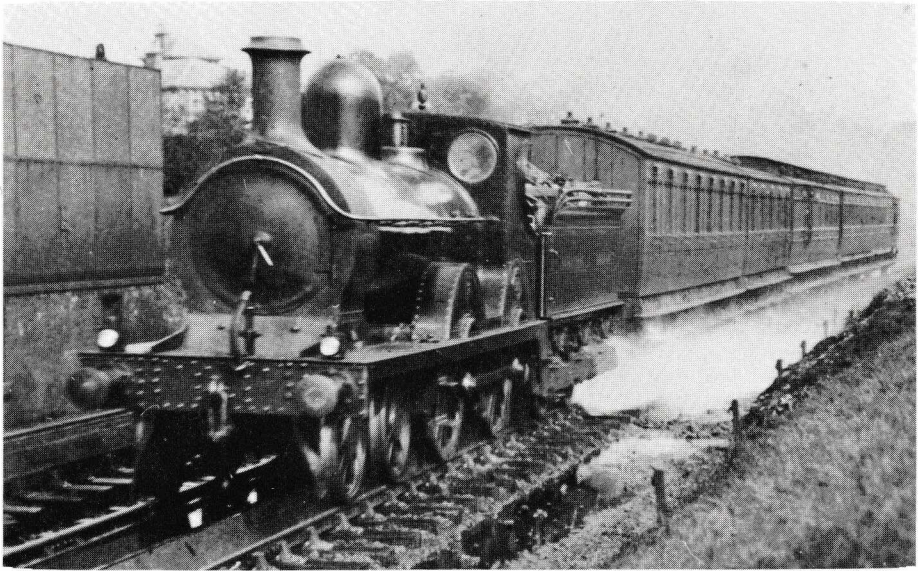


PLATFORM 21



THE JOURNAL
OF THE
**Lancashire & Yorkshire
Railway Society**

Platform 21 is the Autumn edition of the L.&Y.R. Society Journal. For further details of the Society please contact the Hon. Secretary—Mr T.Wray, 17 Chale Drive, Manchester

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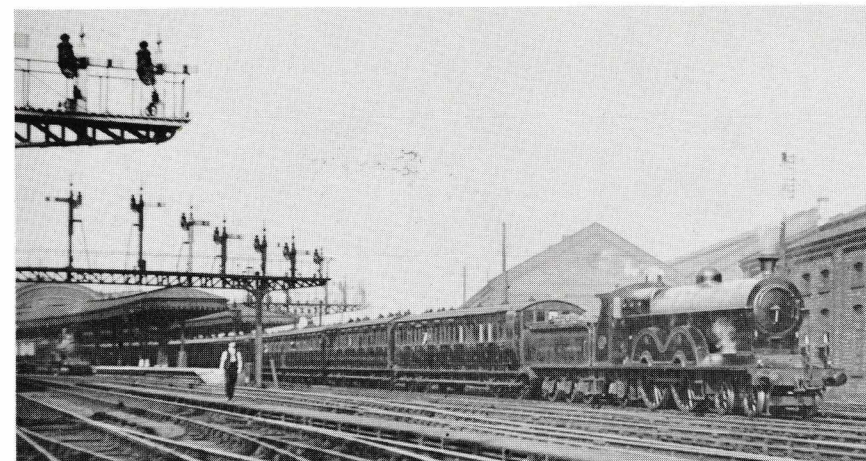
COVER PHOTOGRAPH:

There were very few L.&Y. engines to carry names after one excepts the absorbed stock of the East Lancashire Railway, where very few engines didn't carry names. The Barton Wright 4-4-0s were the big exception to the rule and for a while, ten of the type carried the names of Directors or the titles of Royalty. The names lasted no more than a decade and many engines were withdrawn within twenty years as the Aspinall 'standard' classes expanded. Of 100 engines built, only 14 remained in 1910 and these all had the smaller 3' bogie wheels of the last (1887) batch. The number of the example in the picture cannot be read but it is one of the few still at work in the Edwardian era and one of only three seen by this writer with a tender bearing coalrails. There are few photographs of the locomotives with a fully lettered tender either, which all point to the view being taken in the early Hughes period.

The express headcode denotes a fast train and the mixed L.&Y. and N.E.R. coaching stock suggest a through York to Leeds service. As the L.&Y. vehicles are both third class, one wonders whether the bogie and six-wheeled carriage are part of the normal make-up of the service?

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Barry C. Lane, 26 The Hawthorns, Sutton-in-Craven, Nr. Keighley, West Yorkshire BD20 8BP



No.1413 leaves York with the 4.25pm to Liverpool on 7th August 1911. The train is composed entirely of non-corridor 'arc' roof stock but most of the Liverpool to York trains had corridor stock of very similar appearance by this date. A L.&N.W.R. train stands in the through platform on the left.
Photo courtesy Ken Nunn/LCGB

YORK

The other end of the line

S. SUTCLIFFE

THE MANCHESTER AND LEEDS RAILWAY was opened throughout on 1st March 1841 but terminated at Normanton where passengers to Leeds had to proceed by a Coach service which met all trains. It assumed the title of the Lancashire and Yorkshire Railway in 1847, and it was from Normanton that it reached York on 1st May, 1884 with running-powers over the North Eastern Railway from Altofts Junction. An agreement ratified on 5th February 1886 limited the rights to passenger traffic only, and not until 10 years later were they allowed to work cattle traffic to York.

On 30th October 1874 the Midland Railway was authorised to work all classes of traffic over the former York and North Midland lines from Ferrybridge to York requesting permission to stable engines at York and it was decided to house them in the largest of the three Roundhouses at the South Shed, and under a formal Agreement dated January 1883 they were to pay £25 a year for each engine plus gas and water at cost. Lancashire and Yorkshire Engines were also stationed at York at £25 per annum each and were allowed to turn on NER turntables without cost, but 6d was charged for any distant L&Y engine wishing to turn. Coal was supplied at 12/6d. per ton to L&Y engines, water at 1/- per tank and lighting-up was performed for 1/-.

The L.&Y. six-coach Newcastle express arrives at York behind the first of the Hughes 4-6-0s No.1506. The engine carries bogie brakes which were removed after a few years service. The train is the much heralded set of elliptical roof corridor coaches with dining carriages in the centre as described in the Railway Magazine of 1911. In the writer's opinion, 'our' train lost nothing in the comparison with the reciprocal N.E.R. stock.

Photo courtesy Ken Nunn/
LCGB



Specimen charges in 1897 for services provided under the Agreement between the NER and the LYR were as follows:

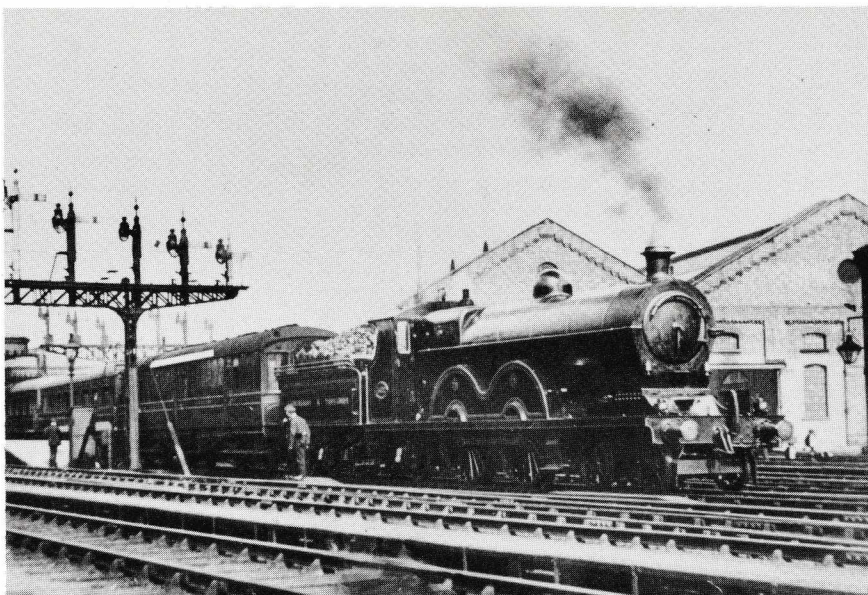
2,504 tanks of water at 1/-	125. 4. 0.
stabling 3 engines at £25	75. 0. 0.
1,529 Engines turned @ 6d.	38. 4. 6.
138 tons of coal at 12/6 per ton	86. 5. 0.
Lighting-up 987 @ 1/-	49. 7. 0.
	<u>£374. 0. 6.</u>

The Lancashire and Yorkshire had engines stationed at York usually 4-4-0s, but also to be seen were 'Aspinall Atlantics', and 'Hughes 4-6-0s'. The latter were a common sight from the time when in their original form they started arriving, to when the last one worked a special train from Blackpool to York in July 1951.



Various classes of engines worked through to Scarborough in the summer months but these were mainly 0-6-0 engines. From 1903 during the summer months the 11.05 train from Manchester worked through to Scarborough, returning on the 2.55 from Scarborough. L&Y locos worked through to Scarborough as recently as Summer 1929 in L.M.S. days, and minor repairs and servicing were carried out there as required.

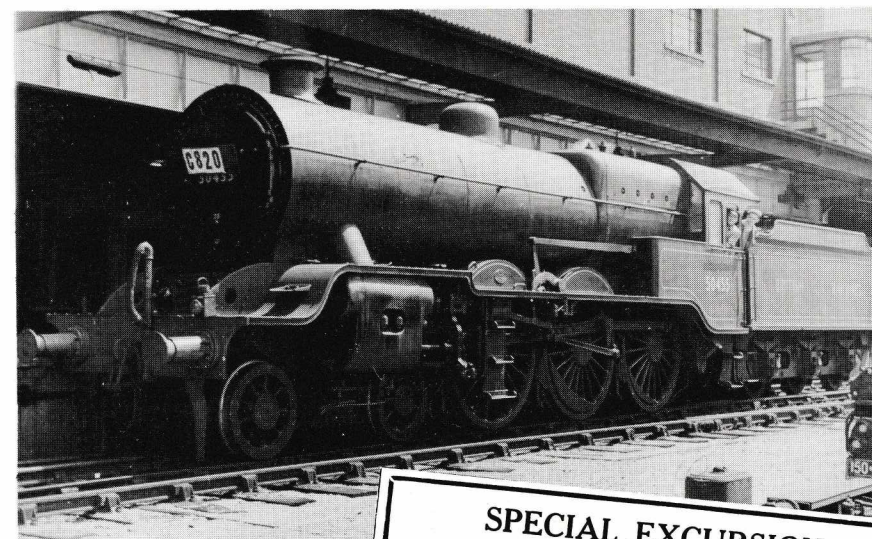
Under the Running-Powers agreement however the most notable was the working of L&Y dining-car trains between Liverpool and Newcastle which commenced on 1st July 1908. The 11.10 a.m. from Liverpool called at York from 1.45 to 2.12 and the 12.30 from Newcastle called at York from 2.11 to 2.36. Engines were changed at York, i.e. the L&Y engine from Liverpool came off and the N.E.R. engine took the train forward to Newcastle and the reverse applied. The carriages however were not changed and a coloured card published by The Loco Publishing Co. Ltd. depicts a 'Hughes' 4-6-0 engine and train of North Eastern stock passing Walkden on the way to York.



'Highflyer' 1402 leaves York at 2.35pm with a North Eastern Railway express to Liverpool. The seven-coach set, including the full van, were built in 1908 and only 53ft.-6in. long but with their crimson livery with white roofs (when new) must have looked most handsome and were probably much admired in Lancashire. The photograph was taken by the late Ken Nunn in August 1911.

The *Railway Magazine* of February 1911 gives particulars of the Dining-Car Express between Liverpool, Manchester, York and Newcastle which consisted of 'six bogie carriages with a total length over all of 365 ft.-9 in., and it accommodated 51 first-class and 226 third-class passengers. The whole of the vehicles are 9 ft.-wide—the full extent of the Company's load gauge, and incandescent gas-lighting and steam-heating are arranged throughout the train. The first-class dining-car is 69 ft.-1 in. over buffers, twelve-wheeled, and divided into two passenger compartments for smoking and for luncheon and dinner, accommodates 33 passengers. Kitchen and pantry, together with a lavatory are arranged at one end and at either end there are entrance vestibules. At each table electric bell communication is provided. The third-class dining car is similarly divided into smoking and non-smoking compartments with entrances through vestibules at either end. Accommodation is provided for 66 passengers and there is a lavatory at one end of the car, which is 56 feet long.'

It is likely that the L.&Y. and the M.R. had their loco shed accommodation at the south end of York station. There were two sheds on the left-hand side which were used by those companies' locos. Both were demolished some years ago. Platforms 1 and 2 were the usual departure roads for the L.&Y. trains but the former has now been lifted and the latter is no longer in use by passenger trains.



The last run of the remaining Hughes 4-6-0 in July 1951 was most fittingly from Blackpool to York with an enthusiasts' excursion. No. 50455 was one of the examples built on frames intended for 4-6-4 tank locos and has one of Hughes's 3,000 gallon tenders that matched these engines so well. The train was run in conjunction with the SLS and MLS and is seen on arrival at York soon after 1pm.

SPECIAL EXCURSION TO YORK

Sunday, 1st July 1951

Excursion by an "OLD" LOCOMOTIVE in conjunction with the Stephenson Locomotive Society (North Western Area) and the Manchester Locomotive Society.

FROM	TIMES OF DEPARTURE	RETURN FARES (Third Class)
BLACKPOOL (Central) ...	9.30 a.m.	} s. d. 12 6 10 0 9 9 9 6 8 3 7 9 8 9 8 0 7 3 7 3
BLACKPOOL (South) ...	9.30	
PRESTON ...	9.36	
CHORLEY ...	10.2	
BOLTON (Trinity St.) ...	10.19	
MANCHESTER (Vic.) ...	10.40	
ROCHDALE ...	11.3	
BLACKBURN ...	11.24	
ACCINGTON ...	10.52	
ROSE GROVE ...	11.3	
BURNLEY (Man. Rd.) ...	11.6	} s. d. 8 0 8 9 8 0 7 3 7 3
TODMORDEN ...	11.43	
YORK ...	arrive p.m. 1.8	

Passengers return same day from YORK at 6-15 p.m.
*Passengers change at Todmorden in each direction.

The train will be hauled by former L & Y 4-6-0 TENDER ENGINE No. 50455.
The Railway Museum "QUEEN STREET SECTION" at YORK will be opened specially on this day between 1-0 p.m. and 4-0 p.m., ADMISSION FREE. Special Conductors will be in attendance.

CHILDREN UNDER THREE YEARS OF AGE, FREE; THREE YEARS AND UNDER FOURTEEN, HALF-FARES.
TICKETS CAN BE OBTAINED IN ADVANCE AT THE STATIONS AND AGENCIES.
Further information will be supplied on application to Stations, Agencies or to Mr. R. C. Flowerdew, District Passenger Superintendent, L.M.R., Hunts Bank, Manchester, 3. Telephone No. BLA 3456, Ext. 242.
May, 1951 (CKM/A) BR. 35000

BRITISH RAILWAYS

ACKNOWLEDGMENT

In compiling the material for this article, the author acknowledges the assistance given by Mr K. Hoole from whose books 'The Railways of York' (Dalesman Publications 1976) and 'Rail Centres York' (Ian Allan Ltd 1982) provided many of the statistics and other information concerning the L.&Y. and its connection with York.

GOODS TRAFFIC

J. B. HODGSON

FIRSTLY—what is 'goods traffic'? The L&Y were very similar to other forward-looking railway companies in classifying Goods as "all other business which is not connected with carrying passengers, their appurtenances; and with the running of the railway, its machinery, and maintenance."

There were two main sections of goods traffic—namely Private Owner and Railway-Carried traffic. The latter was broken down into many items, the four main kinds being:—

- (a) Livestock traffic
- (b) Dangerous traffic
- (c) Perishable traffic
- (d) Other

It is with "Other" that this article is intended to deal.

During the early part of Aspinall's reign a census of traffic was carried out across the whole of the railway.

The result was as follows:—

Period of Census : One week.

<i>SHEETED traffic</i>	14%
<i>PART-LOAD traffic</i>	3%
<i>TRANSHIP traffic</i>	12%
<i>CLASS 1 traffic</i>	12%
<i>CLASS 2 traffic</i>	8%
<i>SUNDRIES traffic</i>	2%
<i>LIVESTOCK traffic</i>	11%
<i>DANGEROUS traffic</i>	1%
<i>PERISHABLE traffic</i>	9%
<i>PRIVATE OWNER traffic</i>	28%

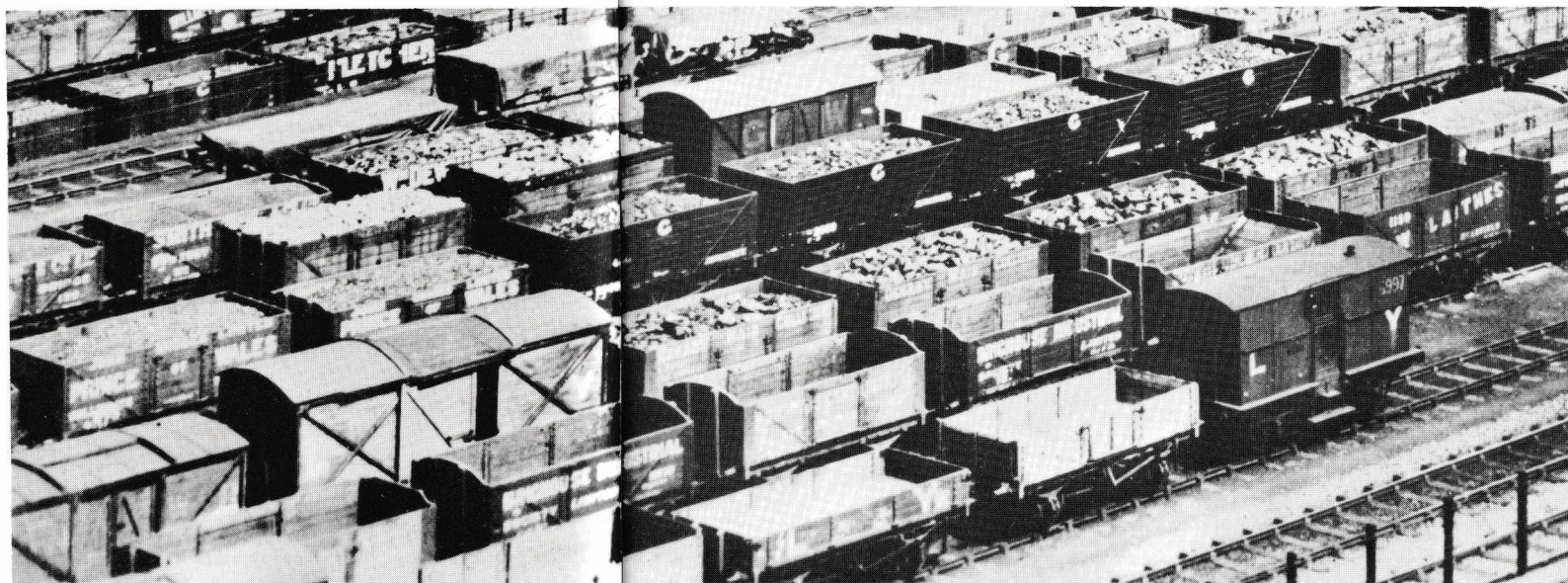
The above was of L&Y traffic (consigned to and from L&Y stations only) and did not include 'foreign' traffic (starting or finishing beyond the L&Y stations).

If a customer offered traffic in sufficient quantity to fill a wagon (either by weight or capacity-wise) and it was consigned to another railway station, this was sent as *Sheeted Traffic* and the railway company covered the load with a tarpaulin sheet, the wagon was delivered to the required station to be unloaded by the recipient. Of course the Goods Agent would offer other services—cartage (loading and emptying of the wagon), delivery (to and from station), warehousing (storage), and Bond Store were some of these.

If the consigned goods were not of sufficient quantity to 'fill' a wagon, but were (generally) more than half a load—the customer would have two alternatives:

1. to pay an excess to ensure that his goods did NOT share the wagon (or van),
- or 2. to agree to 'Part Load' traffic charges—i.e. that other traffic should share the wagon.

Part of Brighouse goods yard about 1920. Most of the stock are private owner mineral wagons in this view with just half a dozen L&Y vehicles in evidence. Foreigners include LNWR and GWR. The 10-ton brake van has a reporting number 5997.



If 1. was agreed—the wagon was 'sheeted' and labelled, and dealt with as in the first paragraph. If 2. was agreed—the agent at the station of origin would try to fill the wagon with goods for the same or nearby destinations; failing this—nearby stations would be approached for such traffic. As this search could take several days, it was not often that 'Part Load' was used!

If the consigned goods were of small quantity (under ten hundredweight) there were various options for the consignee:—

(a) if the goods were 'urgent'—they could be sent "TRANSHIP" and would travel as Express Goods in special Tranship Wagons or Vans and would be handled by the Tranship-men from wagon to wagon, and often these vans or wagons would be switched from train to train, to expedite the delivery of the traffic! Of course this service cost more, but as the census showed—it was well used. If the weight of the item was below one hundredweight it was supposed to be delivered to any other L & Y station within 24 hours—but to date this 'Guarantee' has not been found in print!

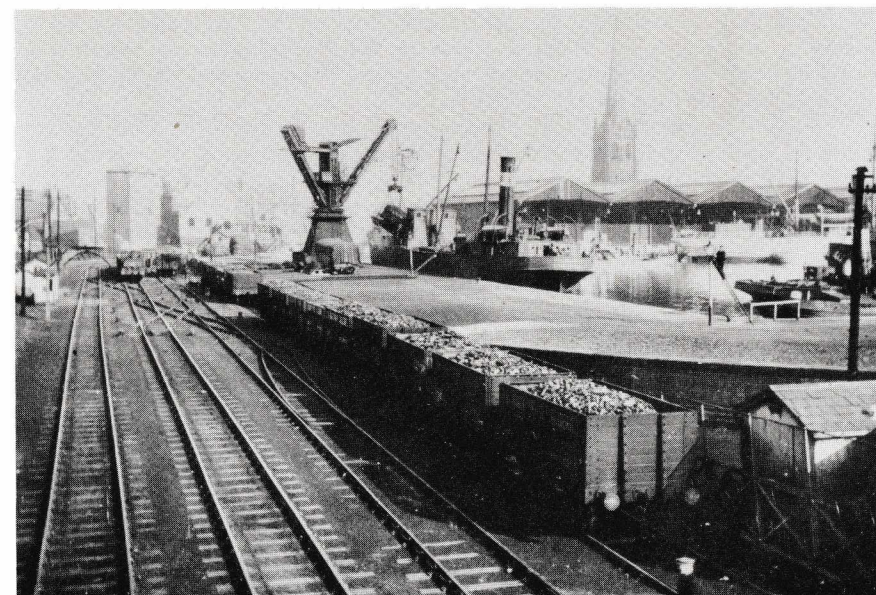
(b) if the goods were not urgent, they could be sent "CLASS 1" (blue label) or "CLASS 2" (cream label) goods—and these would travel by 'road wagon' if local (the wagon was sent from station to station along a given route—traffic was removed or added as required—a slow job); or if for a long distance would be placed in a 'sundries' wagon to the nearest centre to its destination, where the goods would be transferred to the next 'road wagon'. In every case Class 1 traffic would take precedence over Class 2 traffic. It was possible for traffic to stand several days awaiting the wagon to get a full load before it went on its way for the next stage. This was the way that most of the other railways ran their traffic, so it was one up for the L & Y when a better way was available in the Tranship Service!

(c) if the goods weighed between 1 cwt and 1 stone (141 lbs) it could be dispatched as "SUNDRIES" traffic—the labels carried a diagonal red band—and was dealt with as 'rapid' items, often travelling in the guard's-van as individual items. This was not a very well used category as "Passenger Parcels" (max. 28 lbs) cost very little more and was certainly faster! Sundries traffic was not popular with the guards either!

Thus it will be seen that the complexities of Goods Traffic are legion—subject to the vagaries of the Goods Agent, the goods staff (porters, lorry-men, and also goods-guards), and often dependent upon the train-driver to take a particular wagon onto 'his' train. The movement of traffic was normally a long job, particularly if the goods were consigned by either Class 1 or 2 or Sundries.

On the L & Y, due to the lessons learned in America by Aspinall and implemented by him, every effort was made to expedite the movement of both individual items and bulk traffic. Goods agents were made to report on the types and quantities of every type of goods handled, complaints were passed direct to Head office and it was not uncommon for Agents to be summoned to Hunts Bank to be cross-examined by 'The Chief' as Aspinall was known!

Traffic was of great importance, and Agents were ordered to go into their districts to visit every source of such traffic, and woe betide if traffic was known to be travelling via another line!



The New Dock from the footbridge with a 'Pug' shunting on the far left. Lines of 12-ton private owner coal wagons await their turn to unload into the ship at the quay side. The crane takes one wagon at a time and tips the vehicle over the hold of the ship to transfer the load of coal.

GOOLE The eastern terminus

D. O. King

THE PORT OF GOOLE is situated on the right bank of the River Ouse at its junction with the Dutch River, near the head of the Humber estuary. Being the nearest sea port to the West Riding of Yorkshire it was perhaps to be expected that the Lancashire and Yorkshire Railway should stake a claim in the area and considerable investment in the latter part of the nineteenth century firmly established the Company at the Port of Goole.

The original passenger station had been close to the docks and indeed the extension of the docks in 1882 led to the station being removed to enlarge the Aldam dock. The station had been in use for goods only for a couple of years since the L. & Y.R. had commenced using the N.E.R. station on Boothferry Road in 1879 and continued its services through to Hull by running-powers over the latter's line. Part of the course of the old line was obliterated by the construction of the Stanhope Dock (often called the New Dock) in 1891. A new approach of quadrupled track was built from a new box at Goole Goods Junction to serve the New Dock and connect with lines that had been cut off with the dock extension. From this 'magazine' of sidings ran lines to other docks and considerable activity took place throughout the day as wagons were shunted about the system.

The Stanhope Street sidings were where long lines of full coal wagons would be broken up and fed to the Stanhope Dock 50-Ton Hydraulic Crane. Van traffic found its way to the extensive warehouses around the docks and five 'Pugs' were allocated to Goole shed for this purpose.

The L.&Y.R. operated about eighty goods trains a day from Goole which would be made up in the storage sidings alongside the Aire and Calder Navigation Canal, between Goole Goods Junction and the engine shed. (See photo page 25, 'Platform 14'). It is not surprising that the locomotive allocation to Goole shed was largely of freight types. It has been said many times that the shed became the last resting place for many of the oldest engines on the system and this is to some extent born out by 16 of the old Barton Wright 'Ironclad' 0-6-0s being there when only 50 of the class still existed.

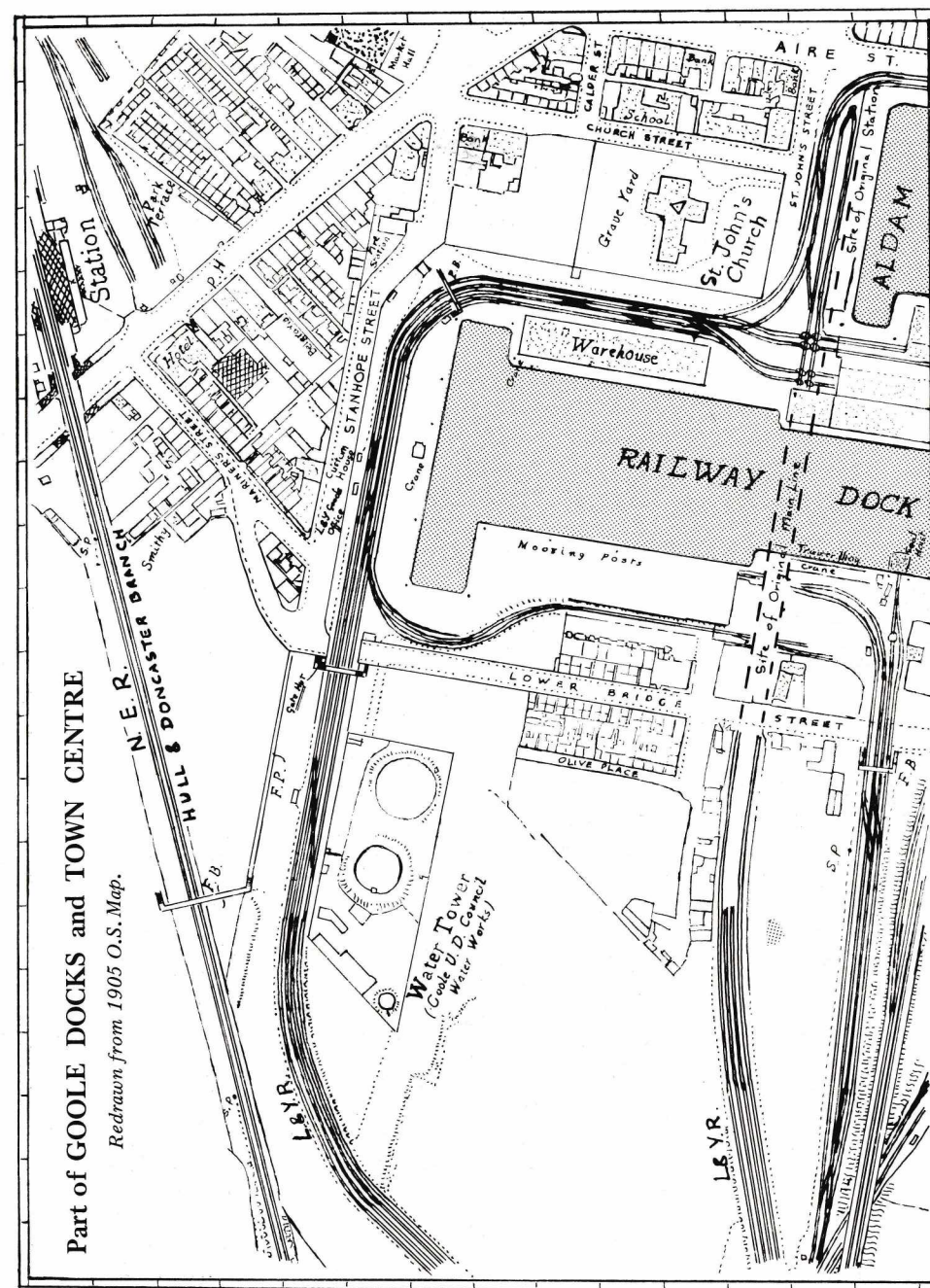
GOOLE SHED (10) LOCO ALLOCATION 1921

0-4-0 ST Class 21								
28	32	64	155	377				
0-6-0 ST Class 23								
166	545	547						
0-6-0 Barton Wright Class 25								
934	942	943	950	954	955	956	957	959
960	962	967	968	969	974	976		
0-6-0 Aspinall Class 27/28								
101	135	152	891	893	1077			
0-8-0 Class 30/31								
108	117	134	512	612	1427	1439	1488	1578
1588	1607	1608	1620	1621	1623			
2-4-2T Class 5								
90	1268	1271	1326	1541	1542	1543	1544	1545

The Company had impressive offices on Stanhope Street, built of the dull red bricks so prevalent in the town. This four-storey building still ranks as one of the best pieces of architecture in the town rivalled only by the Church on the other side of the New Dock basin.

Another striking feature of the scene were the giant cranes with their counter-balance weights high up in opposition to the 'Meccano'-like jib. The four legs were boxed-in with a skirt of iron sheeting. The same design of crane could be seen at other L.&Y. docks too. Quite the largest example was the travelling crane next to the wagon coal hoist in Railway Dock. Stanhope Dock too had a wagon coal hoist while there were the 'Tom Pudding' hoists in Aldam Dock and the South Dock. Contemporary accounts refer to the Stanhope Dock Crane as "a hydraulic crane capable of lifting 50 tons by which heavy machinery, boilers etc can be transported from rails to steamer, or vice versa". There is a picture in existence of the crane in the New Dock loading the 'Africa' with Midland Railway 0-6-0s which had been sold to the Mediterranean Railway while the photograph on the centre pages shows second-hand carriages being shipped in the same way. A total of fifty locomotives and an unknown number of carriages were exported in this way to Italy in 1906. It wasn't just coal that was shipped from Goole.

continued on page 16





The old water tower seen in many views of Goole made a fine viewpoint from which to observe the panorama of the town. These two views show the town and docks as they were before 1890 when the Railway Dock was extended across the centre of the left-hand photograph. The field in front of the church disappeared under water and the Stanhope Street sidings would run up the extreme left hand side of the view. Saint John's church dominates the area and just to the right of it is what remained of the original L. & Y. station dating from 1848 but closed in 1879.

The right hand view shows the old 'main' line which has become a busy four-track entry to the docks. When the new Railway Dock was built, the tracks had to bridge the extension of the water ways. Amongst the masts of the sailing-ships which dominate this view, there are just three steamships in the nearest dock. Spread out in front of the nearest one is the timber yard of Illingworth Ingham & Co. with Bridge Street crossing right across both pictures and through a level-crossing with a raised signal cabin of Saxby & Farmer appearance. In later years, cranes dominated the scene but none are to be seen, a hundred years ago.

Manchester & Leeds Railway

It is recorded in Stephenson's Directory of Hull for 1848 that a pleasure train from Hebden Bridge and Luddenden Foot carried 3,200 passengers to Hull on 22nd August 1844. The train consisted of 82 carriages and travelled to Hull over the line of the Hull & Selby Railway. This would average 39 passengers per carriage . . . the 'average' number of engines employed to move such a load is not recorded.



BENNETT'S Red Cross Line of STEAMERS.

FARES—GOOLE TO BOULOGNE OR OSTEND:—SINGLE, 15s. : RETURN, 22s. 6d.

REGULAR STEAM COMMUNICATION BETWEEN
Goole and Boulogne, and Goole and Ostend.

THE POWERFUL SCREW STEAMERS

"CHINA," "INDIA," "HYDRA,"

OR OTHER STEAMERS WILL BE DESPATCHED (WEATHER PERMITTING) AS FOLLOWS:

GOOLE to BOULOGNE, every WEDNESDAY and SATURDAY; returning every
WEDNESDAY and SATURDAY.

GOOLE to OSTEND, every SATURDAY; returning every WEDNESDAY.

The Steamers ply in connection with the Lancashire and Yorkshire Railway Co., who run their Trains alongside the Steamers from which the merchandise is transhipped direct, without the risk or expense of Cartage; this is of great importance to Shippers, as it insures a quick delivery of their Goods in a clean and undamaged condition.

Goods are carried at Through Rates from all parts of the United Kingdom to all towns in BELGIUM, FRANCE, GERMANY, SWITZERLAND, etc., and must be specially addressed to John Bennett.

For rates and other information apply to the Owner, JOHN BENNETT, Offices, Railway Docks, Goole, and Quai Bonaparte, Boulogne, or to the Agents at

OSTEND—Mr. J. DUCLOS ASSANDRI.
LONDON—G. & A. HERRING, 110, Cannon Street.
BRADFORD—Mr. C. H. MILTHORPE, 39, Old Market.

MANCHESTER & LIVERPOOL—Messrs. CARVER & Co., Carriers.
THOMPSON, McKAY, & Co., Carriers.
BELFAST—Mr. W. A. DUNN, 79, Ormeau Road.

From the Company Timetable 1st December 1879.

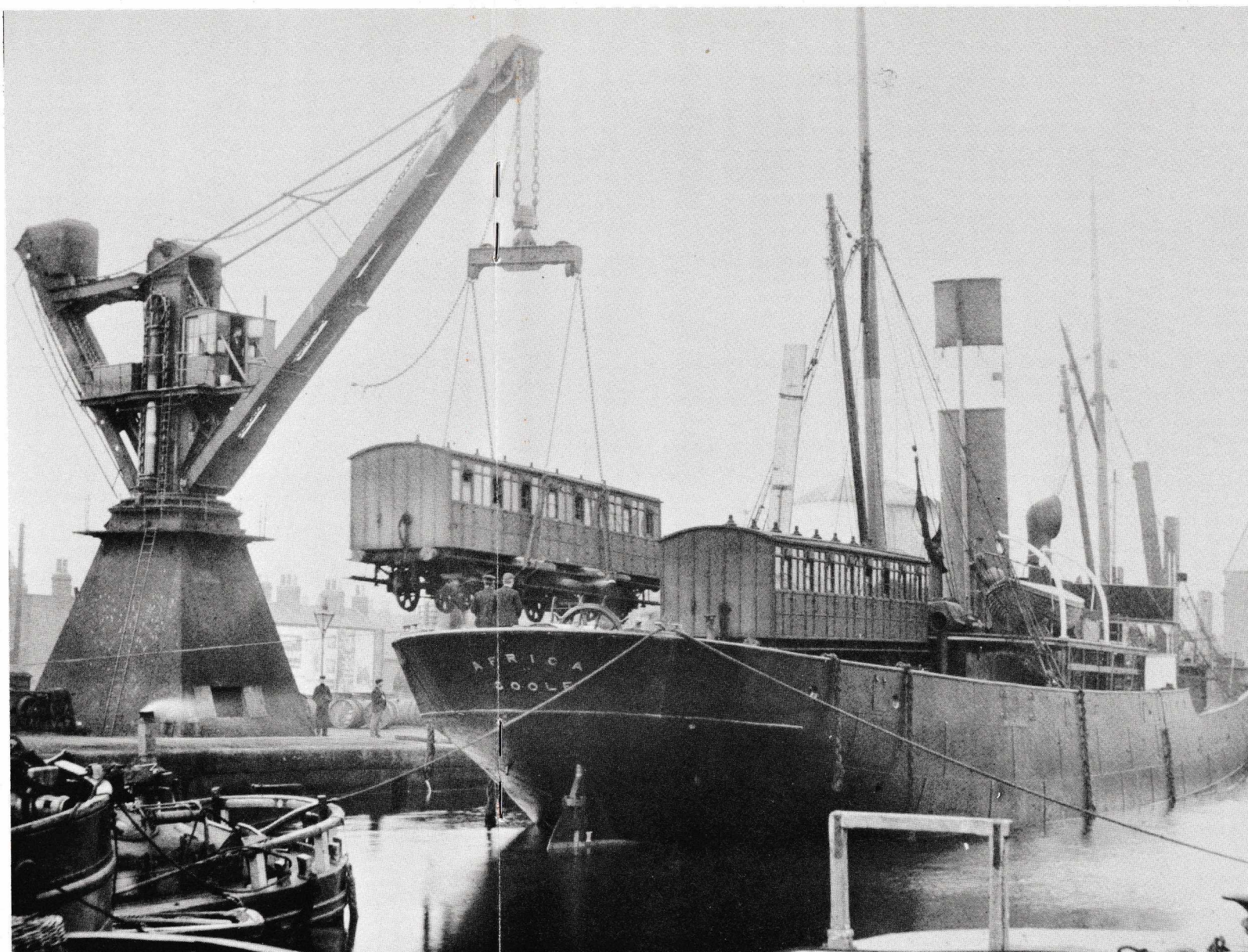
B. C. Lane collection

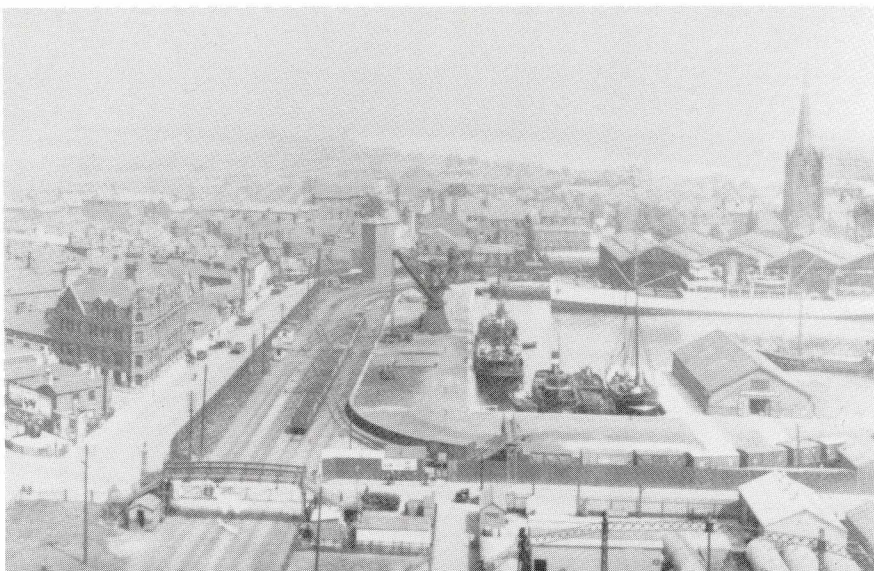
The Bennett 'Red Cross' line of steamers were based at Goole. As part of the deal for the Midland Railway locos mentioned in the text a number of old rigid wheelbase eight-wheel carriages of Metropolitan Railway origin were also shipped from Goole to Boulogne. Notice how the ship has been positioned to facilitate the loading of the vehicles on the after-deck of the 'Africa'. A similar number of carriages have already been loaded at the forward end. Due to the fixed position of the 50-ton crane, the vessel had to be moved for each deck to be loaded.

The master of the 'Africa' was Captain Denby at this period. The vessel came to a sad end, being sunk by a mine off the coast at Deal on 15th September 1915. Two hands were lost. Rather surprisingly, this event was not reported in the local newspaper, The Goole Times.



Thanks are due to the Director of Leisure Services, Humber-side County Council and the staff of Goole Library.



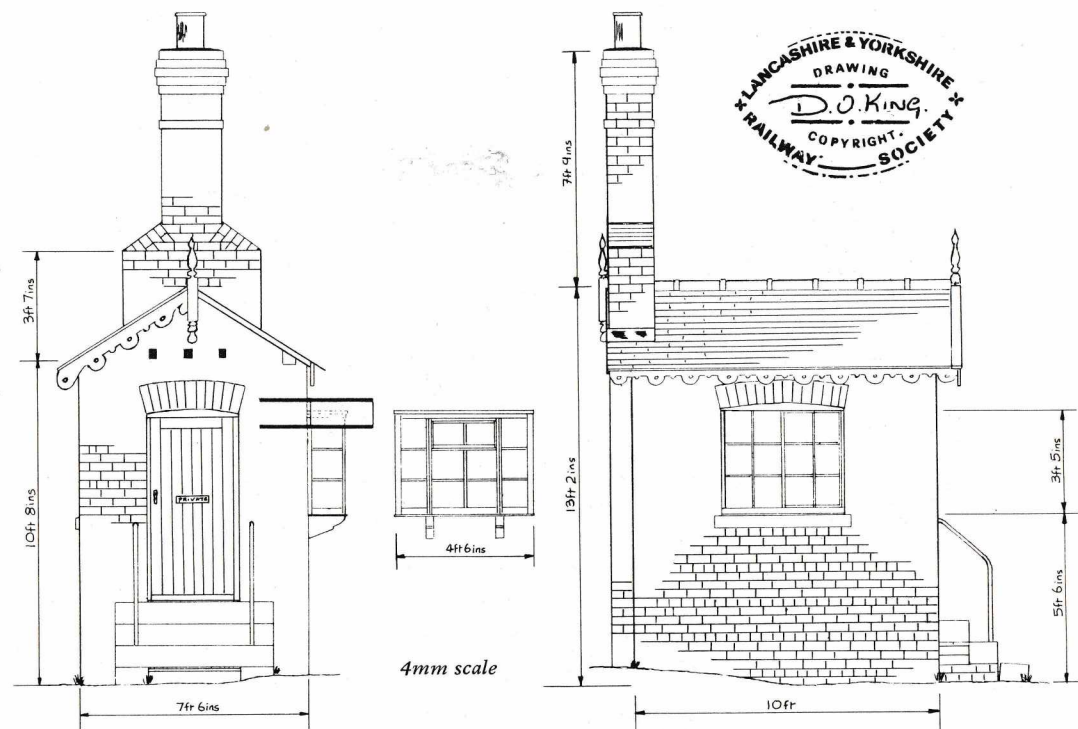


The Stanhope Street dock with Bridge Street across the foreground. The L. & Y.R. Company offices stand prominently on the left. The level crossing gate office can just be seen behind the footbridge in the left foreground. The period is the 1930s and all the vans in the siding are lettered either LMS or NE.

The new quadruple track, mentioned earlier, crossed Bridge Street near its junction with Stanhope Street. Here, unlike a number of other crossings on Bridge Street which were only guarded by a chain and/or flag man, there was a set of gates. This was complete with a Level Crossing Office, a brick hut for the gate man.

There were two interesting points about the crossing: the width of the road was approximately half that of the span across the four tracks. So from L.M.S. days, and probably before, only the pair of gates on the hut side of the road were used. The other pair were left permanently open, and pinned back parallel with the track. Although there was a separate pedestrian-crossing, at the same side of the road as the hut, with its own gates; there was also a footbridge built around the back of the hut. It is not thought that there would have been that many trains a day using this dock line to warrant a bridge. So was the road closed for extended periods for shunting activities?

At 21 ft high, the hut had a surprisingly large ornate chimney for its small size. Was it so tall to ensure the smoke cleared the footbridge? The chimney was 4ft-6ins wide at the base and positioned centrally in the end wall, leaving 1ft-6ins either side. Under all the grime the bricks were dark red with hints of blue. The brick pattern was quite curious with 3 layers of stretcher bond between each cross layer. To achieve the correct overlapping, odd-sized bricks were required in each row. The overall effect would make it quite interesting for the modeller to reproduce. See the drawings for examples of the above. Also note the gaps left in the brickwork above the door, presumably for ventilation. The decorative barge



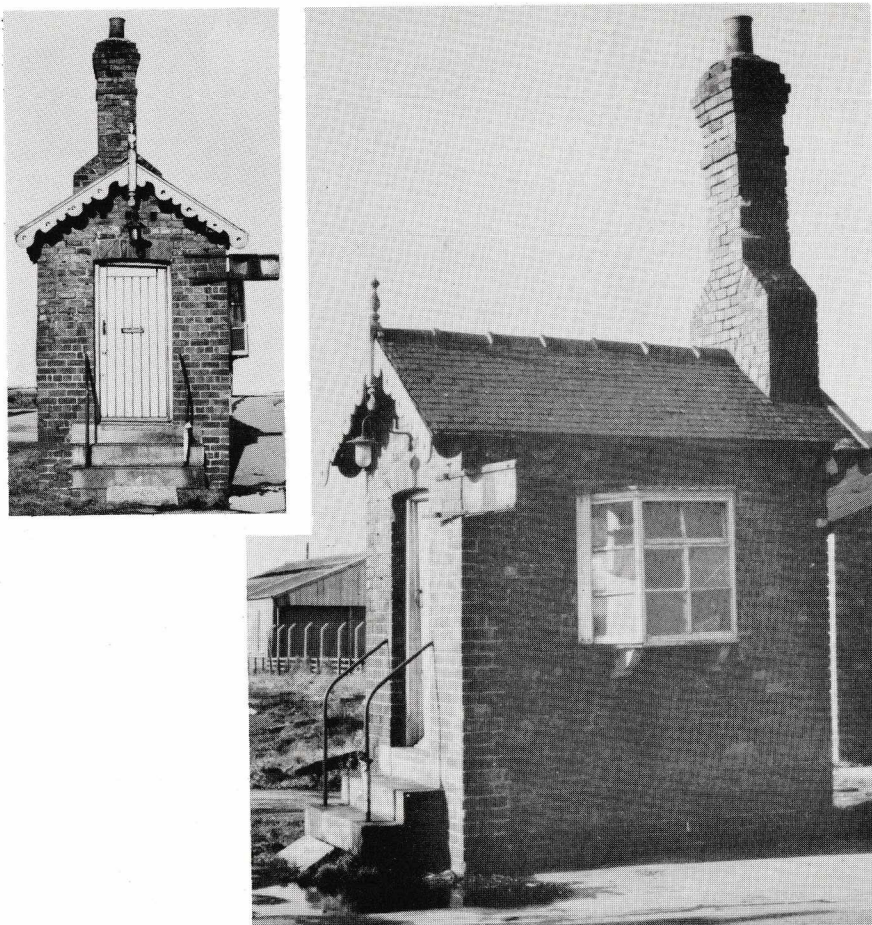
END ELEVATION

BACK ELEVATION

LEVEL CROSSING OFFICE Bridge Street – Goole

boards, guttering boards and finials are worthy of note, being quite ornate for such a humble building. The roof was tiled in small slates, with lead flashing around the chimney.

There were two windows in the hut. The one at the front was a bow window that protruded 15 inches from the wall. It was 4ft-6ins wide and positioned centrally, i.e. 2ft-9ins from the corners. The toplight in the centre panels opened inwards and was hinged at the bottom. The window at the back was 4ft wide. Interestingly, this one was not central in the wall but displaced by 1-inch so that it was 2ft-11ins from the chimney end and 3ft-1inch from the other corner. To open the window the right-hand slid behind the left. The door faced the track and was reached by three steps, it was 2ft-9ins wide and 6ft high and opened inwards.



**BEWARE
OF THE
TRAINS**

There was a cast-iron notice as illustrated on the left to warn oncoming pedestrians. It was painted black on a white background but the L.&Y. painted them the other way round with the letters picked out in white against a black or red background.

The 4mm scale drawings are constructed from a few basic measurements and counting bricks on the photographs, so the dimensions should only be taken as a guide to those who wish to build a model of the hut.

The building photographs were taken in the spring of 1984, by coincidence, two weeks before the hut was demolished. The line, though still in use, is now reduced to a single track across the road. The gates and footbridge have long gone, flashing lights having been installed. These are operated by the train crews.

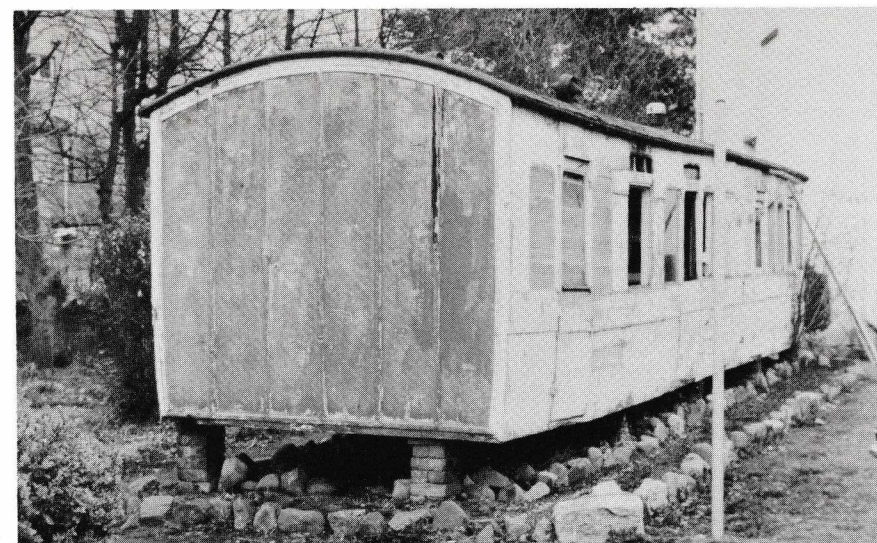


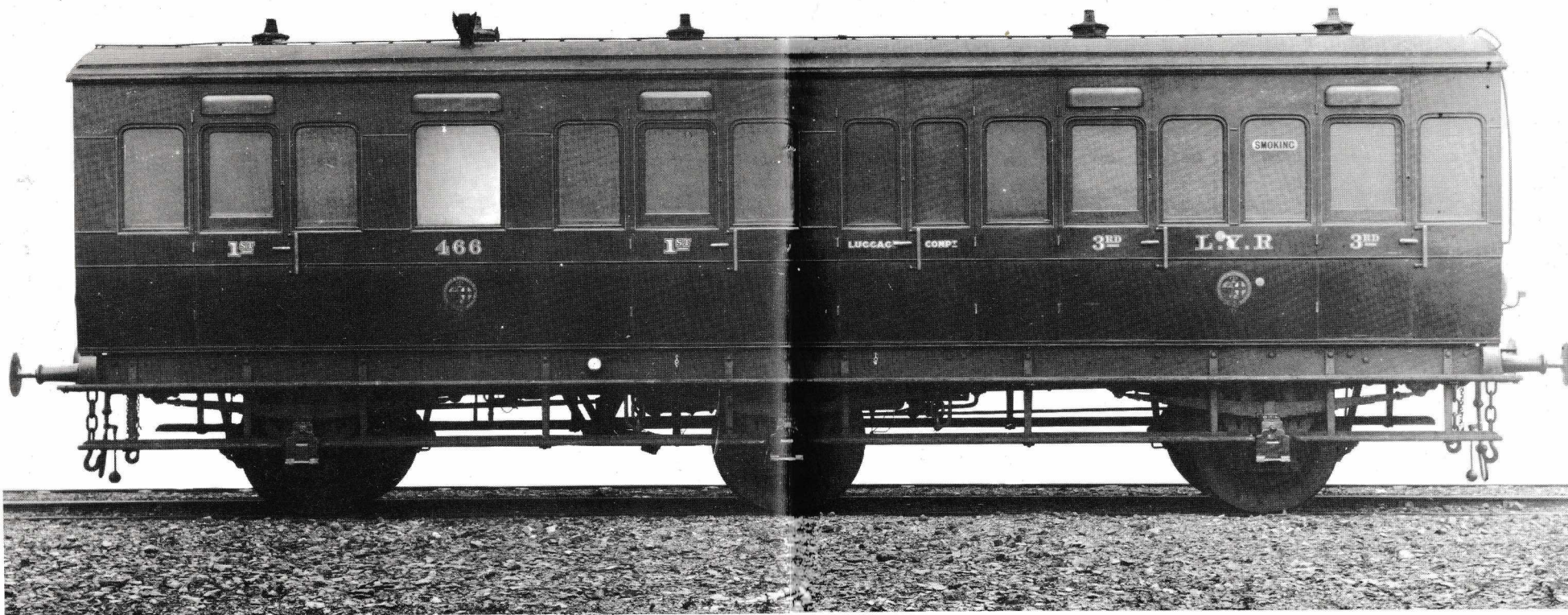
DIAGRAM FIVE

B. C. Lane

IT CAME as quite a surprise to find that an L.&Y.R. six-wheel carriage body still exists at Llanfairfechan on the North Wales coast. Glen Foxley and myself duly went down to examine it this summer and the surprise was even greater for it turned out to be the remains of a lavatory composite dating from 1888. There were only six of these built, to order No. F6 at a cost of £454. 5s 11d. each. They had two first class compartments which adjoined a shared toilet. In the centre of the carriage was a small compartment for luggage which incidentally had quite the smallest doors of any L. & Y. carriage. The luggage doors were just 18¾" each compared with the other smallest size of 24" for guards' sections and 26" for compartments (of any class). So small were these doors that the company could not get the full word 'compartment' on them and so they were duly lettered **LUGGAGE COMPT.** On the other half of the body were two third class compartments.

A lavatory was a rare luxury in 1888 and the vehicles were clearly intended for through-running to some destination off the parent system. This was a common practice in the pregrouping period and many L. & Y. carriages journeyed daily to a selection of 'foreign' termini. Thus the passenger could travel without changing trains, in the 'through' coach. The absence of second class in these six vehicles suggests that they might have been primarily intended for running onto the Midland which had already abolished second class. Most other similar vehicles were tri-composites.

Diagram 5 has been produced as an etched brass kit . See recent newsletters for details.



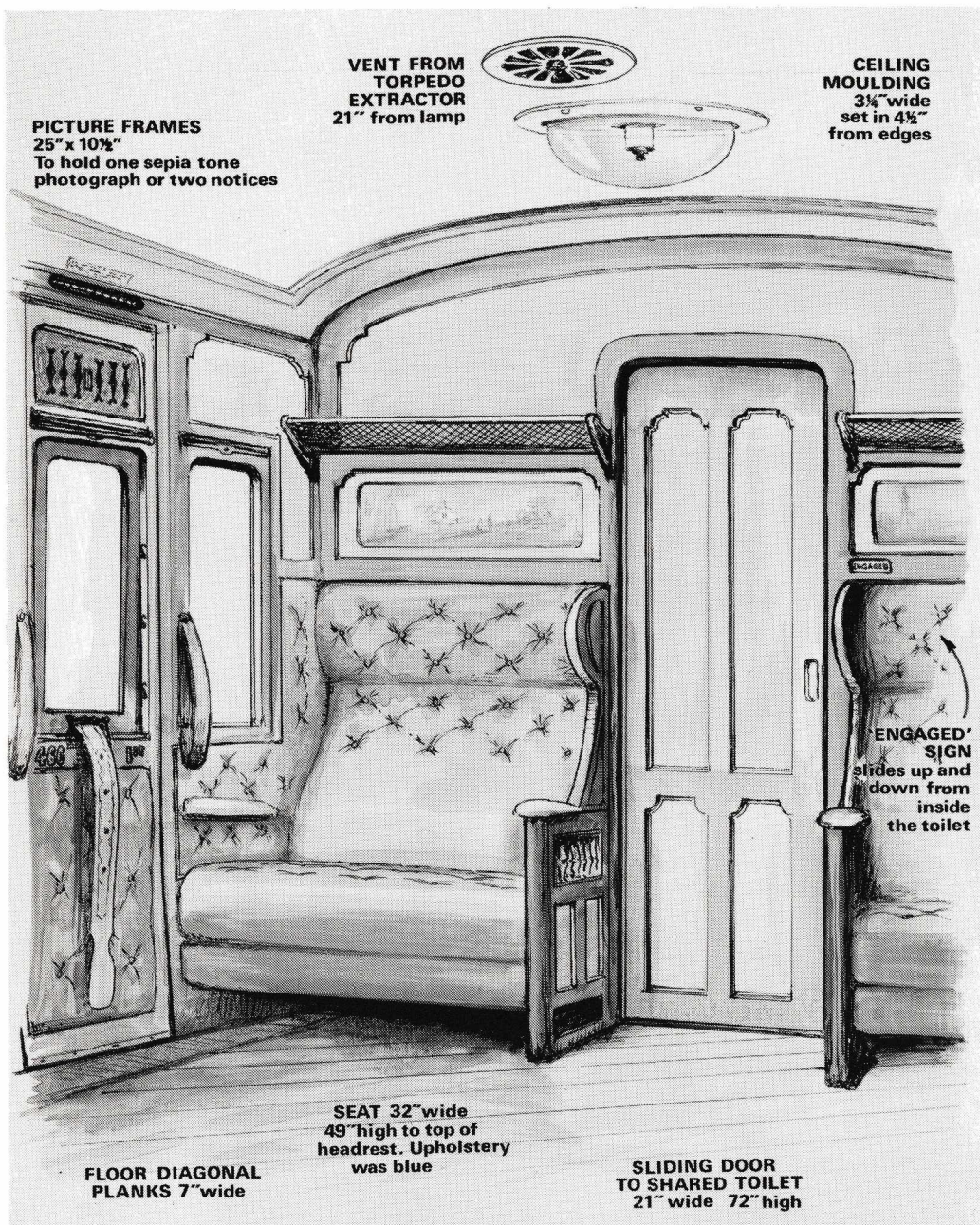
With the advent of the bogie carriage, the Diagram 5 type were soon displaced on through-services. It was of prime importance to have prestige stock on your services to the capital or elsewhere. There is now no record of the services to which the type were transferred and I can only add that the evidence of them I have found is centred on Southport in the later years of the L. & Y. As six-wheel stock was withdrawn from general service, these compact little vehicles found enough use for them all to be in the stock list at the grouping.

The carriage body at Llanfairfechan proved to be No. 375... the number being liberally stamped on droplight and window frames with the order number and various initials which have turned out to be those of joiners at Newton Heath. The body is semi-derelict after fifty years at the Welsh coastal resort but enough of the interior existed to produce the illustrations reproduced here. The roof has been reboarded at some time but the lincrusta ceilings (or what remains of them) show the position of the lamps and ventilators. The carriage was built to drawing No. 2297 which to the best of my knowledge has not survived the passing of the years but with the body shell and some interior details still in position, there is not much left to doubt about the actual size and appearance of this rare type of

No. 466 in original condition. The gas lamps have not received windshields around the funnels and there is no sign of communication gear on the ends. These vehicles had the wooden 'intermediate' bonnets on the doors and a smaller toilet window (24") than most other stock. It was the practice to draw the window blinds down on all windows for photography but the daylight just shows through the lavatory from the other side. The luggage compartment windows appear to be the same colour as the bodywork. The axleboxes are the earliest pattern of oil box used by the railway company and have a front which is hinged downwards for inspection of the journal.

Photograph courtesy N.R.M. York.

carriage. I was unable to prove whether the luggage compartment windows were blocked or glazed. All the photographs show the windows in those narrow doors to be black as though the glass in them was either painted-over or replaced with board. Each window, which incidentally never had a droplight, has a 2" piece of timber horizontally across the middle of each aperture and from the way it was fitted to the frame, it would appear to be original L. & Y. fitting. It is worth adding that official photographs of other six-wheelers with luggage compartments appear to have blackened or blocked windows too.



FIRST CLASS COMPARTMENT

The illustration shows the condition of the interior with later modifications.



This view taken at Southport in August 1919 includes three of the type. Part of the picture (illustrated here) features No. 307 in what might be a recently refurbished condition. It will be noted that the lamps have been altered to Coligny/Welch type on the first class compartments only and torpedo vents added to three of the compartments. On another vehicle not shown, the old funnel type ventilators to the lavatory have been altered to torpedo type as well.

Photograph courtesy N.R.M. York

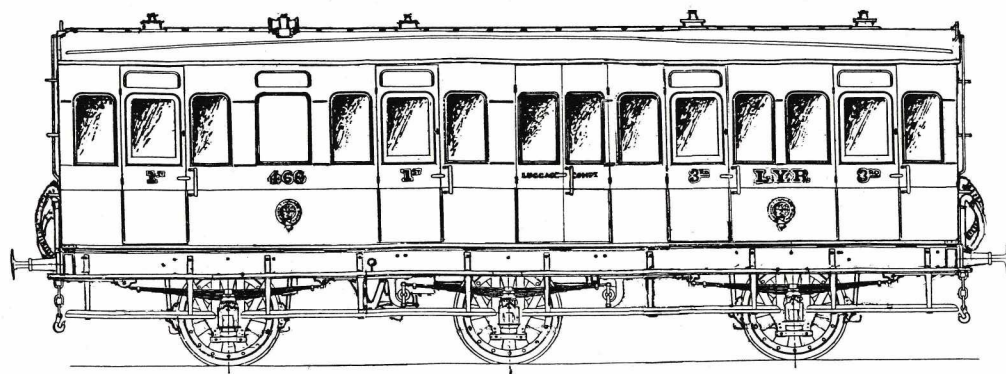
My notes from the order list show the diagram 5 type to have been fitted with vacuum and Westinghouse brakes, to have been 33 feet long nominally (all such vehicles measured prove to be 33'-2" long over the body), to have had a wheel-base of 22'-6" and weighed 13 ton, 13 cwt and 2 qtrs. No withdrawal date has been found though it is very safe to say that the L.M.S. saw them off before 1933. I have found no proof at all that a further six were built as claimed in the Oakwood Press booklet *L. & Y. Passenger Stock* by R.W. Rush. Bob tells me that this was deduced from a reference in the 'Iron List', a register of metal parts stocked at Newton Heath. I think someone may be mistaken here. The stock returns of 1895 show 18 composites to have been built in 1888. Six had four compartments, lavatory and luggage at a cost of £454. 5. 11 each and twelve had 2 first and 3 third class compartments at a cost of £475. 8. 10 each. My copy of the diagram book is dated 1900 and shows six only at that date of the diagram 5 type.

The other twelve, which have obviously caused the confusion, were part of diagram 7 of which no less than 55 were constructed altogether but that is another story.

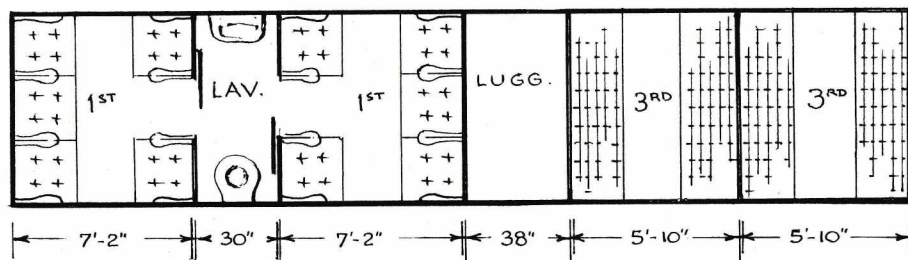
The six composites were fitted with Popes 10" gas lamps to each compartment and the lavatory. Just twelve months previous to their building, a notice had been sent round for the attention of all staff stating that "*carriages fitted for Popes gas must work with trains running only to and from Liverpool and Manchester, other stations being unable to supply gas*". Many, if not all of the carriages had the first class compartments altered to Coligny lamps. The single feed

pipe remained. The taller, efficient, Coligny lamps were usually accompanied by dual piping and only the earliest carriages and luggage vans retained the single feed pipe arrangement in this century. The ventilators over the toilet were similar to the larger vents found on shipping and again were only utilised on the earlier six-wheeled carriages. Some of the Diagram 5 type had them exchanged for Torpedo ventilators in later years when additional torpedo vents were added to the two first class compartments and the 'Smoking' third class compartment.

Modellers would find it easy to justify one of these vehicles on their railway system as it is an individual carriage quite at home tacked onto a through-train or added to a normal service train as a private hired vehicle. It allows the modeller of neighbouring railways to correctly add a splash of L. & Y. tan and lake or just an anonymous carriage body like the one near to the main line at Llanfairfechan, North Wales.



Running numbers were 271, 291, 307, 375, 412 and 466.



The drawing above is basically an old original produced by the Lancashire & Yorkshire Railway about 100 years ago to which I have added the roof detail and livery markings. The plan is copied from the Diagram Book with dimensions taken from the derelict example in North Wales. Seating was available for 10 first class and up to 24 third class passengers. Due to the original drawing being in a brittle condition after nearly a century of folding, it was difficult to copy with the camera and some distortion of line and scale has followed. All parts are to the 'standard' sizes outlined in my article in 'Platform 13' except for the luggage doors mentioned and the smaller than usual, 24" wide lavatory window.

Further Notes on the Accident at Lostock Junction

GEOFF PEMBER

IN PLATFORM 13, page 4, I contributed some notes about the Lostock Junction accident on 17th July 1920, in which I have a particular interest as I heard the crash and was on the scene shortly afterwards. I have recently been able to study the detailed reports of the accident and certain features of it may be worth putting on record as they are of special interest. It was a head-on collision, right on the junction crossing, between a train from Bolton to Preston slowing down to stop at the station and a train from Wigan to Bolton starting to move from another platform.

There is a road bridge across the station, as shown in the diagram, and the two-arm bracket signal at the end of the platform on the Wigan branch was made tall enough to be seen by the driver of an approaching train above the bridge as he ran into the station. On this occasion, Wright, the driver of the train from Wigan, standing on the left-hand side of the footplate of 2-4-2T No.1260, and no doubt weary after ten hours on duty, starting at 4.30 that morning, saw the signals and thought that the arm for his road was "off", when, in fact, it was at danger. He didn't check it when his train came to rest as he was attending to the left-hand injector which was giving trouble and sending up a cloud of steam. The fireman was also busy attending to the injector on his side. When he got the "right away" from the guard, Wright started his engine assuming that the signal was still "off" and it was, in any case, difficult for him to see it at such a height and partly obscured by steam. At the inquest on the four passengers who died as a result of the accident the jury decided that Wright was not criminally to blame and that it was an error of judgement by a man who had otherwise an excellent record of service.

The guard, Unsworth, travelling in the rear van, couldn't see the signal as the road bridge was in the way. When the station business was completed he waved his green flag and Wright started the train. The point, therefore, arose after the accident as to whether Unsworth should have gone forward to check the signal himself, even if it had meant him walking some distance up the platform. The Lancashire and Yorkshire Railway, however, followed the instructions of the standard rule book which put the responsibility for checking the signal on the driver alone. But it was recalled that in the report on the fatal accident at Preston Junction on that railway, in 1896, it was recommended that the guard should check the signal before giving the "right away" to the driver. A few, rather exceptional railways followed that rule, but the great majority felt that such a division of responsibility was undesirable.

Another point raised during the inquiry was whether there should have been repeater arms lower down on the signal post which could have been seen much more easily by the driver when the train was standing at the platform. However, it seemed that railways at that time were unwilling to incur the expense of fitting such arms and maintaining them afterwards, as there were very few accidents which could have been avoided by their use. They were only used when the signal

arm was not less than 45 feet above the ground, or in a particularly difficult situation. As a case in point, I made a model of the Up Home signal at the end of the platform at Snaresbrook where there was not only an overbridge but a curve in the track as well. This repeater arm must have been a great help, too, in the thick London fogs which preceded the Clean Air Act.

The next point of interest to model makers is that the first two compartments of the bogie third class coach No. 1190 immediately behind the engine of the train from Wigan were telescoped by its bunker but without injuries or loss of life. This was because both compartments had been locked by the guard before the train left Wigan. It was a normal precaution when there was no brake van or brake compartment immediately behind the engine, and it certainly paid off in this case. Modellers who like to populate their coaches with passengers should therefore not put any in the two end compartments of a coach if these are likely to be marshalled next to an engine.

The main frames of both engines were badly buckled and the buffers and buffer beams were badly bent. Only the engine of the Wigan train suffered derailment and even then, it was only the leading radial axle that was off the road. The following coach (No. 1190) which was an older vehicle strengthening a set of four elliptical roof coaches also derailed its leading bogie as the first compartment collapsed against the back of the loco. Just a little of this vehicle can be seen through the other wrecked stock in the photograph used in 'Platform 13'. The most damage to stock occurred to the train from Bolton which was entering the station on the Preston line. In this case, the loco and stock all remained on the track but the force of the impact caused the two leading vehicles to telescope together. The photograph shows these two with four crushed compartments in coach No. 2266 and two in the forward end of No. 554. In this case, the locking of the two compartments behind the engine served no purpose and the casualties were in the supposedly safer compartments further back.

From the account of the Lytham accident in the last 'Platform', it would appear that the rule of locking leading compartments had been relaxed or forgotten in the following four years.

A further comment arising from the Inquiry was that an automatic train control device would have applied the brakes as the engine went past the signal at danger and prevented the accident. Such devices at every signal, however, would have cost a lot of money at a time when railways were still privately owned and trying to give good dividends to their shareholders. Some tests were carried out by the G.E.R. in 1920, using the Regan system and a 2-4-2T working over a ramp at Fairlop, but nothing much came of the trials at that time.

Finally, there should be a word of commendation for Bain, the signalman at Lostock Junction. As he watched the train from Bolton running towards the station behind 2-4-2T No. 730 he suddenly noticed a plume of smoke and steam shoot up from the chimney of No. 1260 standing at the platform and realised that it was starting to move. With great presence of mind he rushed to the window and shouted at the top of his voice to the enginemen of the Bolton train which was just passing his box. Fortunately the fireman heard him and got the driver to make an emergency application of his brakes so that his engine had actually stopped before No. 1260 ran into it. The force of the collision was thus greatly reduced and probably saved a good many lives and serious injuries.

The editor wishes to thank Mr. T. Beckett for contributions making the following notes possible.

Modellers may be interested in the formation of the two trains.

2-2pm down-train Bolton to Preston

No. 2266 bogie third-class carriage	
No. 554 „ „ „ „	} <i>Diagram 34 arc roof</i> <i>8 compartment 49ft-0"</i>
No. 966 „ „ „ „	
No. 432 „ „ „ „	
No. 199 „ „ „ „	
No. 1465 „ third-class brake	<i>Diag. 94 5 compt. elliptical</i>
No. 331 „ composite carriage	<i>Diag. 86 8 compt. elliptical</i>
No. 1466 „ third-class brake	<i>Diag. 94 5 compt. elliptical</i>
No. 25 four-wheeled milk truck	

Weight of train 192 tons 12 cwt. All gas lit except 966 which was electric.

The train was obviously composed of a three-carriage set (the brakes and composite) with five thirds added to it. The milk truck was being returned to either the Southport or Blackpool area after the morning loaded trip to central Lancashire. It was normal practice to put milk vans at the rear.

1-50pm up-train Wigan to Bolton

No. 1190 bogie third-class carriage	<i>Diag. 34 arc roof 8 compt.</i>
No. 2340 „ third-class brake	<i>Diag. 94 elliptical roof 5 compt. 54 ft.</i>
No. 952 „ composite carriage	<i>Diag. 86 „ „ 8 „ „</i>
No. 532 „ third-class carriage	<i>Diag. 98 „ „ 9 „ „</i>
No. 2339 „ third-class brake	<i>Diag. 94 „ „ 5 „ „</i>

Weight of train 119 tons 7 cwt. All gas lit.

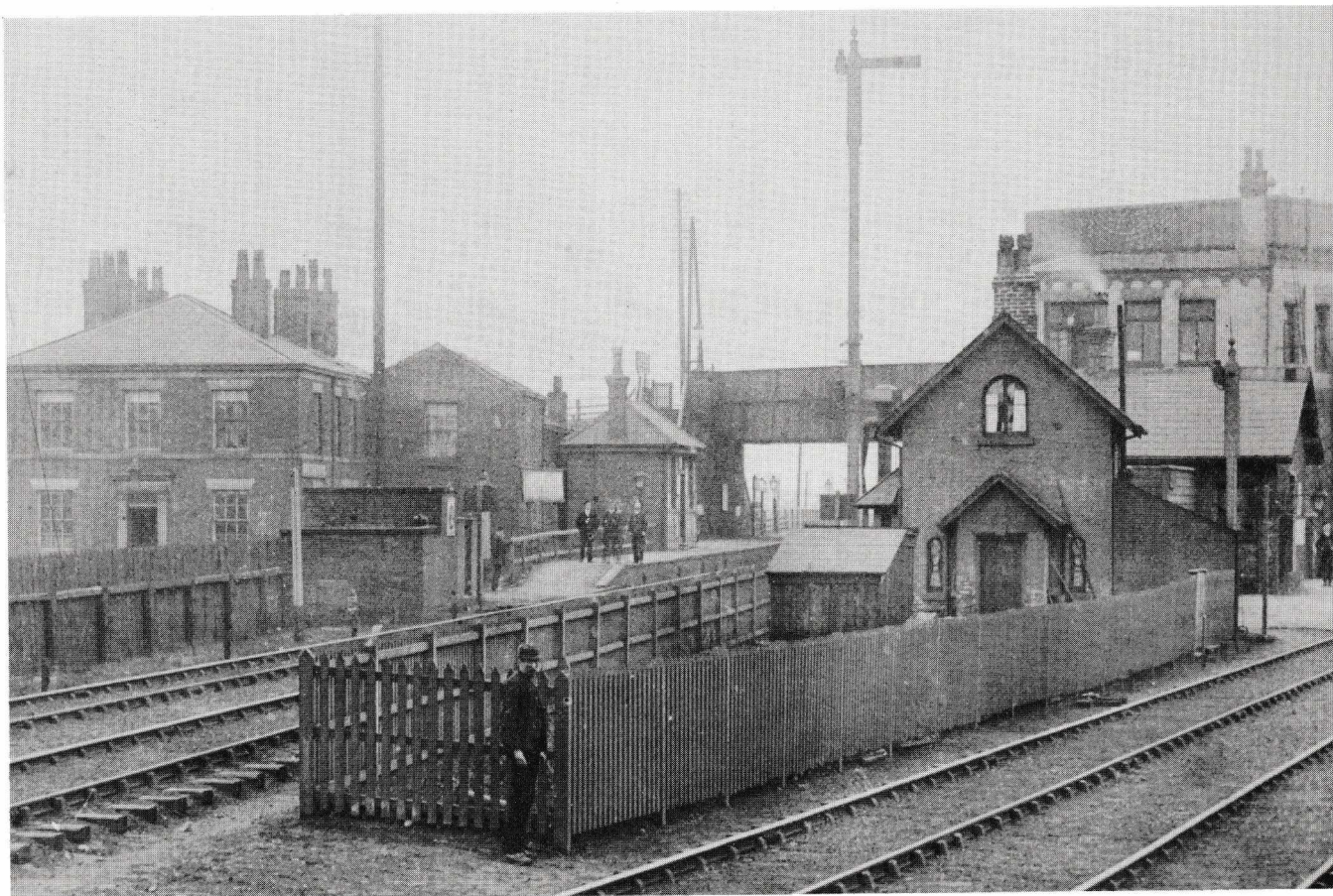
This train is very typical of the company's stopping services. Each train was basically composed of a three, four or five carriage set. Strengthening was done by adding a vehicle (or more as required) to the front of the train in almost every case. This example shows a four-vehicle set with an extra third-class carriage at the front.



After a jury had awarded a passenger injured in a collision on the L.&Y.R. when travelling from Southport to Manchester, £400 compensation, Mr Justice Brett enquired of Doctor Noble, one of the medical witnesses, how long railway injuries lasted?

Doctor Noble stated that the injured persons never recovered until after the trial.

From 'The Engineer' 22nd August 1873

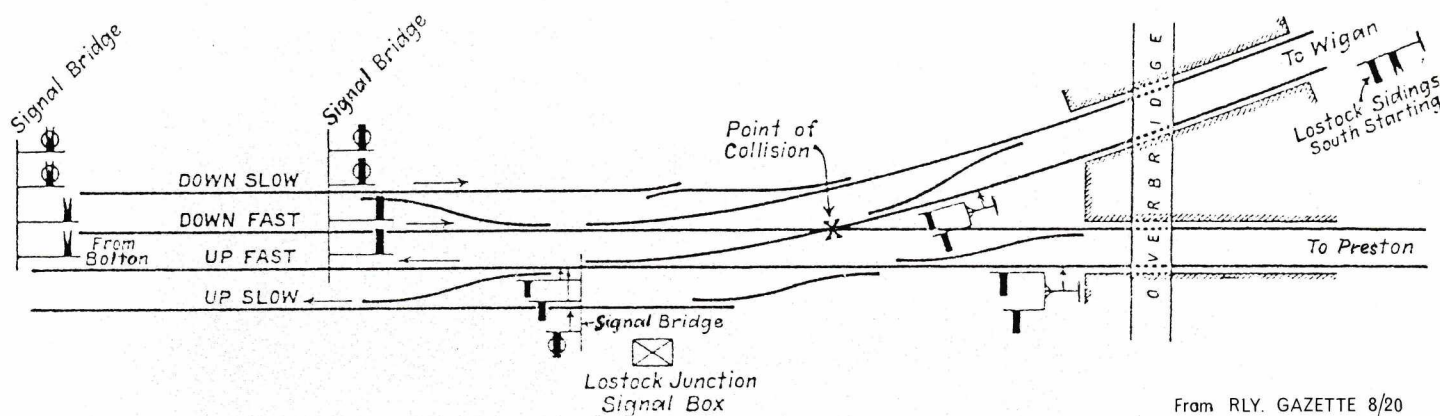


LOSTOCK JUNCTION COLLISION

JULY 17th 1920

Approximate position
of
Lines and Signals
concerned.

Lostock Junction station viewed before 1896 when the line towards Bolton was quadrupled. The bridge across the station was built in 1885/6 and the starter signal, of Railway Signalling Co. design, was raised to show over the bridge with a low repeater arm for the benefit of drivers starting from the platform in dark or foggy weather. It will be noticed that the starter on the right hand tracks from Preston is sited on the 'wrong' side for easier visibility. The widening of the lines into Bolton made new signalling installations necessary and a new 90-lever box was provided in 1899 with a complete resignalling of the area. Hence, the old signals (with repeater arm) were replaced with bracket signals as shown in the track diagram and these no doubt contributed to the accident happening. The house and garden was a curious feature of the junction that has remained to B.R. days.



From RLY. GAZETTE 8/20

LANCASHIRE & YORKSHIRE AND NORTH EASTERN RAILWAYS.

THROUGH SERVICE

BETWEEN

HALIFAX AND HULL

(VIA WAKEFIELD and NORMANTON)

JULY 1st to SEPTEMBER 30th, 1905.

WEEK DAYS.

	am	am	pm		am	am	pm
Liverpool (Exchange) .. dep.	..	1140	3 40	Hull (Paragon) dep.	8 55	11 5	5 12
Manchester (Victoria) ..	7 25	1225	4 25	Hornsea	7 52	9 0	1 10
Rochdale	7 47	1250	4 27	Withernsea	6 57	8 48	1 12
Blackburn	7 25	1210	3 40	Beverley	8 21	1023	2 33
Accrington	7 47	1157	3 52	Bridlington	8 10	9c27	2 43
Burnley	7 48	1240	4 22	Driffield	8 29	9c48	3 1
Halifax	8 45	2 5	5 40	Wakefield arr.	1032	1236	4 50
Brighouse	8 54	1*58	5 49	Dewsbury .. .. .	..	2 9	6 *2
Huddersfield	8 25	1*15	5 13	Heckmondwike .. .. .	..	1 48	6 2
Mirfield	9 3	2*13	5 58	Liversedge .. .. .	..	1 51	6 5
Cleckheaton	8 43	2 18	5 17	Cleckheaton .. .. .	..	1 56	8 10
Liversedge	8 46	2 21	5 20	Mirfield	1048	1260	5 6
Heckmondwike	8 49	2 24	5 23	Huddersfield	1131	1 12	5 35
Dewsbury	8 38	2 20	5 27	Brighouse	1056	1258	5 14
Wakefield	9 19	2 43	6 12	Halifax	11 8	1 9	5 25
Driffield	1115	4 40	8 54	Burnley .. .. .	..	2 55	6 40
Bridlington	1136	5 0	9 15	Accrington .. .. .	..	3 11	6 52
Beverley	1132	5 11	8 37	Blackburn .. .. .	..	3 26	7 27
Withernsea	1258	5 28	10 3	Rochdale .. .. .	..	1 50	6 8
Hornsea	1 0	5 5	9 45	Manchester (Victoria) ..	..	2 5	6 23
Hull (Paragon)	1009	4 19	7 35	Liverpool (Exchange) ..	..	2 50	7 10

^A Passengers leave Blackburn at 6.7, Accrington at 6.20, and Burnley at 6.45 a.m. on Mondays. ^B Leaves at 4.4 p.m. until July 13th. ^C On Mondays, Fridays, and Saturdays, from July 7th to September 4th, leaves Bridlington at 10.30 and Driffield at 10.50 a.m. ^D Saturdays only until July 14th, and afterwards daily. ^E Dewsbury G.N. Station.

THE THROUGH TRAINS ARE SHOWN IN RED AND ARE 1st & 3rd CLASS ONLY.

JOHN A. F. ASPINALL, General Manager. L. & Y. Railway.

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